

## BIG INTERESTS CONTROL LAKE SHIPPING — WOULD BLOCK HOYNE'S INVESTIGATION

Who were the business interests trying to take away from State's Att'y Hoyne the power and the evidence to prosecute those guilty of the Eastland sinking?

Andrew Furuseth answers. He is president of the International Seamen's union. He has been in Washington every session of congress for twelve years trying to get safety laws for seamen and passengers. He says the two biggest shipowning interests on the Great Lakes are:

1. The Rockefellers.
2. The Steel Trust.

"It paid these interests to have a United States steamboat inspection service which they could control," said Furuseth to a Day Book reporter in the office of the Illinois State Federation of Labor last night.

"The Eastland was an old tub. She had a flat bottom contrary to all standards of stability of ship construction. Yet the amazing fact confronts us that the U. S. steamboat inspection service never makes any stability tests. Such tests are entirely in the hands of the American Bureau of Shipping and of insurance companies. The federal service has power to go over the heads of the American Bureau of Shipping. But inspectors admit they never exercise its power. Exactly why they are so obedient to interests of greed and profit should be brought out in the inquiries now on in Chicago.

"Two organizations in this district have been active fighting all safety legislation at Washington. They are the Lake Carriers' ass'n and the Passenger Steamship Ass'n of the Great Lakes. The former is a Rockefeller-Steel trust body."

It was pointed out that the so-called "Rockefeller fleet" of lake boats was sold to the Steel trust about 1900 in exchange for Steel trust stock.

There are boats now running named "Frank Rockefeller" and "H.

H. Rogers," after a brother and an associate of John R. Rockefeller. The firm of Gouldner, Holding & Master, which has had safety orders of local federal inspectors reversed at Washington, is located in the Rockefeller bldg., Cleveland, O.

All the power of these Big Business influences is at work now trying to shift the whole Eastland investigation into friendly federal hands. On this last point T. A. Hanson, secretary of the International, and Victor Olander of the Great Lakes Seamen's union, were positive. Further on the Eastland sinking, Furuseth said:

"Sired by greed and fostered in corruption—by men who have allowed profit to chloroform their consciences.

"There is your answer to the capsizing of the topheavy steamer Eastland and the loss of more than 1,000 lives.

"The shipowners are to blame because of the system which they have fostered," asserted the "grand old man of the sea."

"But the United States marine inspection service is directly to blame because the service, although warned repeatedly, has disregarded these warnings. It is rotten from end to end.

"I put this directly up to George Uhlir of Washington, for, as supervising inspector general, he has had evidence after evidence placed before him, pointing out and forecasting just such calamities as the Eastland and yet he has done nothing and has let his subordinates go on issuing permits to vessels which they knew should not be permitted to sail the lakes, let alone carry passengers. And if they didn't know these things they are not fit men to hold their position.

"One year ago we submitted to the department of commerce reports of an investigation which showed that boat after boat was being allowed to